INDIANAPOLIS SHIPPERS UNABLE TO SECURE SUFFICIENT NUMBER.

Big Four Road Particularly Short-Railways of the World-Rates Secretly Shaded at Chicago,

Officers of the Big Four admit that the complaints of the live stock shippers at the Indianapolis yards have a reasonable foundation, but the situation is such that It is a difficult matter to remedy the evil. The Big Four has out 150 stock cars of its own for St. Louis, Indianapolis and Cincinnati, and had it that number for each point it would frequently be insufficient to supply the demand. The road has been dependent largely on private companies to furnish cars required above its own live stock equipment, and just now business from Chicago east is heavy and it is almost impossible to turn one of the cars coming west over the Lake Shore over to the Big Four at Cleveland for its live stock shipments, the Lake Shore, of course, pre-ferring to haul them to Chicago, by which they get so much longer haul of the stock when shipped east. The only way to rem-edy the trouble is for the Big Four to purchase more stock cars, and officials here are urging President Ingalis to do so. Early last week the transportation department looked for a big rush of live stock for New England points, and made every effort to secure cars, but the private companies were not in shape to furnish them, beither could the Big Four find any connec-tion which had idle stock cars. The report that the Big Four did not want to handle ive stock is not true. The road is in business for all it can furnish cars and power to handle. Indianapolis is not the only point which is in great need of stock cars.
On the Michigan division of the Big Four
yesterday there was stock in yards which
had been detained since last Friday and

Vanderbilt Stockholders Uneasy. It is stated that for some time past quite a number of the stockholders of the New York Central have been dissatisfied with the management of the property, and recently a committee of the dissatisfied ones called on the president for a list of the stockholders of the company, the parties purposing to ascertain the views of the stockholders generally on the situation. The list, it is stated, was peremptorily refused, and this has further disturbed matters. In speaking of the dissatisfaction of certain stockholders, the financial editor of the United States Investor says: "Phis feeling, which has been gradually increasing for some time, seems to be a ripple from that wave of reform in railway management and financiering which is now sweeping over every section of this country, and which has already strewn many notable wrecks behind it, among which are those of the Atchison, the Northern Pacific and the Reading. But if all I hear is true, this feeling of uneasiness promises to develop into a movement powerful enough to effect certain changes in the manage-ment of the New York Central which will result more satisfactorily to security holders. I learn that a movement is on foot among certain of the stockholders looking to an early investigation of the manage-ment of the road; that they have employed egal counsel in the matter, and I am told, moreover, by parties in a position to know, that representatives of foreign stockholders are now on their way to New York to co-operate with these dissatisfied interests.

By no means least important is the Adirondack & St. Lawrence railway matter. Since the dissatisfaction alluded to has arisen a good deal of criticism has been offered against the New York Central for taking off the hands of Mr. W. Seward Webb, at a large expense, the white ele-phant of the road extending some ninety miles through the Adirondack wilds to falone, N. Y., and traversing a section of country where the earnings—except in the summer season—are scarcely sufficient to discount the depreciation in the equipment. There is no prospect that this play-thing of Mr. Webb's, which has been unloaded on the New York Central, will ever be able to earn the interest on its bonded debt, or that it will prove other to the New York Central than a burden which promises to increase from year to year. The same authority says that a good deal of dissatisfaction has arisen over the management of H. B. Ledyard, president of the Michigan Central, and that the time is near at hand when a systematic effort will be made to retire him from his posi-

America Leads the World. If the possession of railroads and telegraphs is a gauge of civilization, then the United States certainly stands far ahead of any other nation. In railroads America has 218,871 miles, or 31,000 miles more than all of the remaining countries of the world combined. All Europe has but 144,359 miles, while Asia, notwithstanding its immense size, counts only 23,2191/2 miles. Africa has 7,2121/2 miles, and Australia 12,685 miles of iron. All of these facts are set out in the annual Railway Record, published by the German Minister of Public Ways, and transmitted to the State Department at Washington, by United States Consul Morris at Ghent. The statistics are based on facts existing at the end of 1892, and present other features of interest than those above ed. For instance, they show that all the railways of the world aggregate 406,348%, miles in length; rather more than long enough to girdle the earth sixteen times. Of European nations Germany has the greatest mileage (27,451), with France second (24,914), and Spain the least of all, with 6,769 miles. For every 10,000 inhabitants in the United States there are 25.15 miles of railroad, while in Europe the proportion falls to 4.22 miles per 10,000 inhabitants. With our vast expanse of country we have 4,913 miles of road per one hundred square miles, while in densely settled Eu-rope the mileage is but 3,829 per one hun-dred square miles. The world's railroads cost the enormous sum of thirty-three and a half billion dollars, or an average of \$121,-260,88 per mile. The cheapest roads are in Australia where, in the western portion, the cost was as low as \$21,723 per mile. The roads in the United States cost ten and a third billion dollars, or an average of \$59,-298.12 per mile. The exhibit in the case of telegraph lines is scarcely less striking. The world's mileage of lines is 1,062,543, of which 545,625 miles are in America, 380,278 in Europe, 67,481 in Asia, 21,562 in Africa and 47,535 in Australia.

Rates Secretly Cut.

East-bound shipments from Chicago last week amounted to 45,433 tons against 34,182 for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 2,344; Wabash, 4,145; Lake Shore, 5,020; Fort Wayne, 7,064; Panhandle, 6,458; Baltimore & Ohio, 3,441; Grand Trunk, 4.718; Nickel-plate, 4,877; Erie, 5,503; Big Four, 1,863. The tonnage was made up of the following articles: Flour, 20,616; grain and mill stuffs, 12,501; provisions, lard, etc., 9,770; dressed beef, 10,254; flaxseed, 1,117; butter, 1,339; hides, 2,217; lumber, 4,523; miscel-

The increase in the tonnage has caused much feeling on the part of some of the roads. Early in the week it was an-nounced that the shipments would show a eavy decrease from the week preceding, as all the roads were maintaining the full tariff rates, and that the shipments were falling off as a consequence. The increase is taken to mean that some, if not the majority, of the lines have been secretly cutcovery is so bitter that open reductions may made at almost any time.

Personal, Local and General Notes. Within the next ninety days construction work will begin on the Paducah, Cairo & Western, which is to run from Cairo, Ill., to Paducah, Ky.

The earnings of the Chicago, Milwankee & St. Paul for the first week of December were \$576,318, a decrease of \$37,971 from the same week of last year. The gross receipts of the Illinois Central for the month of November are estimated at \$1,746,738, a decrease of \$125,330 from the same month of last year.

George C. Probst, of Cincinnati, represents a syndicate which proposes to build a road from Waco, Tex., to Alexandria, La. The locating of the route is now in The Southwestern lines have agreed to

ispend hostilities and restore all passenger tes to tariff to-morrow, pending the ter-nation of efforts to re-establish the as-The Chamber of Commerce of Denver ig active steps to organize a freight

bureau. Under the new plan it is proposed that Denver shall not independently of

The Knickerbocker express over the Big Four has now been in two months, and but twice has it reached Indianapolis late, once twice has it reached Indianapolis late, once | Hood's Pills act easily, yet promptly, and forty minutes and at another time fifteen | effectively, on the liver and bowels. 25c.

CARS SCARCE | minutes. Since the time was shortened, three weeks ago, the train has arrived on

The freight war at New Orleans, which has been in progress several weeks and was carried on by paying rebates which took the shape of allowances for cartage, has been declared off.

The Big Four will remodel six of its day coaches for smoking cars, and in the remodeling will so construct them that the exterior will have the same appearance in a train that the new equipment has. C. H. Quereau, who has been engineer of tests for some years on the Chicago, Burlington & Quincy system, has been appointed assistant superintendent of motive power of the company, with headquarters at Plattsmouth, Neb.

The Southern Railway Company is hesitating over the question of boycotting the Seaboard Air-line. This promising line assumed an independent attitude a few weeks ago, declining to sign the agreement of the association for 1895. George D. Dixon, chief rate clerk in the freight department of the Pennsylvania road, has been appointed division freight agent of the Northern Central, the Balti-

more & Potomac and the Washington Southern branches of the Pennsylvania sys-The New York Central lines earned in November, gross, \$3,897,430, a decrease as compared with November, 1893, of \$60,427. The Evansville & Terre Haute earned \$90,-504, a decrease this year of \$4,253, and the Evansville & Indianapolis \$23,899, a decrease this year of \$2,818.

The chairman and secretaries of the dis banded Western Passenger Association are to be kept at work for the present looking after rate sheets and immigration clearinghouse business with the expectation that the association will soon be reorganized on a basis satisfactory to all.

The coal traffic of the Indianapolis & Vincennes has increased to such an extent that the company is obliged to put in longer side tracks in some places and new side tracks in others. At Bushrod, Martinsville, South Linton and Island City improvements of this kind are now in

The Great Eastern road is using oil for fuel on one of the locomotives which hauls its fastest express train. The liquid fuel burning apparatus is placed below the footboard so as not to interfere with the ordinary workings of the locomotive. The fire bars are left to be available for coal firing if it becomes necessary.

The Iowa Central is locating an extension from Story City westward to the large coal fields recently opened in Boone county, and which at present have no rall con-nection. The Iowa Central has lacked this one feature of business, which makes it advisable to build to the coal fields and probably further west to Sibley. It is reported that C. P. Huntington has bought the Great Iron mountain at the city

tablish extensive iron and steel works there.

This mountain is the largest known body

of iron in the world. The purchase price is placed at \$1,000,000. The Mexican International railroad, one of Huntington's properties, runs through Durango. Some opposition to the Big Four Hospital scheme is manifesting itself among the employes, and, singular to state, it comes chiefly from employes who are drawing the largest salaries, they arguing that the hospital will be of no benefit to them, as they have homes where they will be cared for in case of sickness or injury But few, however, it is stated, take this

parrow view of the matter. The train dispatcher's record of the move-ment of freight cars on the Pennsylvania railroad for November shows an enormo ncrease over the corresponding month last year. Last month, at Columbia, 2,085 trains passed eastward, hauling 63,359 cars, and 937 trains passed westward, hauling 61,088 cars, a total of 3,022 trains composed of 124,477 cars, which was an increase over November, 1893, of 11,433 loaded cars. The heavy rains of the last twenty-four lours have been of great advantage to th Panhandle lines, the Baltimore & Obio Southwestern and the Indianapolis & Vincennes, where for three or four months water trains have been used to haul water to points where the locomotives take water. esterday the streams rose to such an extent that no further trouble is looked for.
Not since railroads were built in this State
has there been such a drought, and one
which so effectively dried up the creeks. The Chicago, Indiana & Eastern, which a large mileage has been constructed, has a valuable franchise and a number of good subsidies. Peru, Ind., for instance, has voted a \$60,000 subsidy to the enterprise, which, like a number of other subsidies,

available until three years from next June, and it is more than likely that before that time parties will take hold and oush the road to completion as projected The projectors of the road, it is said, will turn over the holdings to any persons who will take hold and build it.

A Pennsylvania official, in speaking of an item which appeared in the Journal last week regarding the Pennsylvania laying a one hundred-pound rail from Jersey City to Pittsburg, said: "While the company had adopted one hundred pounds to the yard as its standard it does not mean that the whole distance will be covered with that heavy a rail at once, but as old rails are taken up the one hundred-pound rail will be laid. The new rails will be sixty instead of thirty feet in length, as at present. In using the extra length a saving of plates, bolts and labor will be effected, besides creating a smoother surface for the trains to run over, as there will be but one-half of the present number of joints."

This morning the Western lines will again meet in Chicago for the purpose of forming an association which is to cover all passer ger affairs. The first thing to be taken up will be the attitude of the Canadian Pacifi on the matter of commissions. If that road refuses to become a member of the emi grant clearing house all attempts to form an association with the Canadian Pacific as a member will be abandoned and the association will be formed without it. has been definitely decided that an associa-tion must be formed, no matter where the Canadian Pacific stands. The other roads will, however, meet any reductions that the Canadian road may at any time see fi

Col. William Shaw, representing the Chicago, Burlington & Quincy, is in the city. ing on its St. Louis division is a surprise to the management. The business of the line to Billings, Mont, on its new division, is rapidly increasing. Already the track is smooth enough to run trains over at speed of thirty-five miles an hour, and on the first of the year the speed will be still further quickened. The opening of this division brings Helena 385 miles nearer Missouri-river points, Spokane 474 miles nearer and Yellowstone Park is reached from St. Louis in sixty-four hours. At the present time the "Q" is running its trains to secure Southeastern as well as Chicago

Central Traffic and trunk line officials are sanguine that the new agreement for the discontinuance of all commissions on east-bound passenger business, which be-comes operative Jan. 1, will be carried out to the letter and will do away with the demoralization in passenger rates in the terwhere commissions have been paid. Local ticket agents are considerably dis turbed over the turn the commission question has taken in the last few weeks as it means the cutting off of a handsome monthly revenue in many cases. Attempts have been made heretofore in that direction but failed to materialize, because some roads held aloof from entering such an agreement; now all roads in these assoclations have signed the agreement and many roads outside have agreed to comply

Predicts the City's Destruction. Governor Matthews yesterday received a letter from Benjamin F. Hunter, of Washington, D. C., making a dire prophecy for Indianapolis in the year 1896. The stationery is Congress size, having a printed head surmounted by the American eagle on an escutcheon fringed with flags. The first printed line is a Scripture compilation, and then is said: "Postal cards receive no attention." The commandment to keep the Sabbath day holy is quoted, and the words "Residence of Benjamin F. Hunter" follow. Under the date line, three times across the page, is the word "Tidings." The letter opens with the words "No mercy here," and continues as follows:

"You are informed that among the many cities which shall be smitten with a terrible calamity and destroyed inside of two years from this very day (Dec. 5), is the one in which you now live, known as In-dianapolis. Every house there shall be evel with the ground and all the inhabitants shall be scattered so that not two of them shall be found together. It is the ffice of the prophet, who also is a Nazarite unto God, to tell the people what God is going to do to them for their past wickedness. But under no circumstances is he allowed to tell them when. Thus says the Lord: "The wicked shall all fall at once.' Amen.' which frequently are sent to the Governor. Postmaster Sahm yesterday received one from a woman living in Vermont, which he will forward to the Postmaster-general. it contains some indecencies and was written on a postal card.

The way to reach catarrh is through the blood, Hood's Sarsaparilla, by purifying the blood, removes the cause of the disease and permanently cures catarrh. Take only

TRIED WITH DISPATCH

JUDGE M'CRAY DISPOSES OF THIRTY-TWO CASES IN THIRTEEN DAYS.

Court Abuses Under Judge Cox-A Restaurant Allowed to Gouge the County.

Judge M Cray and Prosecutor Wiltsie are determined upon some salutary changes in the manner of conducting cases in the Criminal Court. The first step towards the reorganization of the department will directly affect the jury system. The records in the Criminal Court show that from Oct. 1, 1894, until Nov. 17, a period of six weeks, the trial jury was constantly maintained at an expense of \$382 to the county. During this time not one case was tried by jury. By grouping the court and jury cases and compelling attorneys to signify their choice as to the manner of trial, Judge McCray expects to save the county many hundred dollars each year. When Judge McCray and Prosecutor Wiltsie took hold of the criminal business in the county they found seventy-one prisoners in the county jail. The court immediately went to work on these cases and in thirteen days disposed of thirty-two of them. On Monday following the change on the Criminal bench, the grand jury was convened. By Wednesday those prisoners whom the jury failed to inwere discharged, and others had been arrested but a few days before, were brought at once before the court and their cases disposed of. One man was on his way to prison forty-eight hours after his arrest. It is the purpose of the Criminal Court officials to deal with the jail cases first and then devote time to the disposal of the four hundred appeal cases from the justice courts. The Judge has announced himself as vig-

orously opposed to the professional juror. Immediately after taking the bench, he declared his intention of doing away with this practice, which was so generally observed by his predecessor. Hereafter no juror will be accepted who presents himself as an applicant. Since his accession to the Criminal bench, Judge McCray has kept the wheels of the court grinding steadily, Court is in session daily and many evenngs in the week continues until 6 o'clock. The first important case to be tried i that of Winnie Smith, for the murder of W. B. Thomas. The Smith case will be called the last day of this month and as soon as it is concluded, the Copeland shoot-ing affray will come up. Another important case to be disposed of in the Criminal Court, is the conspiracy case in which Richard Smock and wife, A. D. Stringer and W. H. Bell are implicated. Smock and wife were arrested on the charge of forging a deed to the property of George W. and Elizabeth Long. Bell and Stringer and a man named Lindley were charged with being accomplices in the forgery. The Smocks are in jail, while Stringer, Bell and Lindley are out on bond. The court officials expect to show up a systematic plan of swindling on a heavy scale when the case comes to trial. A few days ago Judge McCray was asked to "O. K." a bill from a Washington-stree restaurant proprietor, who had furnished meals to the Criminal Court jury. The charge was 30 cents a meal, which the sourt declined to allow until told that it was the custom to allow this amount. The bill, it has since been learned, came from a restaurant which charges but 20 cents to transient customers. Judge McCray avers that, hereafter, he will allow only the regular price for meals furnished to jurors. A glance through the books of the

Criminal Court shows that, heretofore, it has been the custom of the judge to allow 30 cents for each meal furnished the members of a jury. Police Court Cases.

Philip Meiser was before Judge Stubbs yesterday on two charges of selling liquor without a license. He was fined \$10 and costs in each case, making a total of \$42. He appealed to the Criminal Court. Jacob Coffman was fined \$10 and costs for giving away liquor on Sunday. The case against Otto Schissel on the same charge was continued until this morning. Daniel Logan was fined \$100 and costs and sentenced to the workhouse for 180 days, on a charge of public indecency. John Drew, the man charged with robbing Burgheim's store, waived examination in Police Court yesterday morning and was held for the action of the grand

Compromised for \$2,000. Annie Wright, wife of Quincy Wright who was killed a year ago by a College avenue electric car, yesterday compromised a damage suit against the Citizen's Streetrailroad Company. Mrs. Wright, as administratrix of the estate of her husband, sued the company for \$10,000. The case came to trial in the Circuit Court, the jury find ing for the plaintiff. Pending a motion for a new trial, entered by the street-railroad company, the defendant's attorneys offered to compromise the case for \$2,000, which was accepted yesterday.

Injunction Against Rachel Newgarden Judge Brown, of the Circuit Court, yes terday granted an injunction on the application of Steinfelder & Rosenblatt, which will restrain Rachel Newgarden and Jacob Weiner from concealing or in any way disposing of certain effects until Dec. 20. The order was made to apply to S. A. Fletcher & Co., owners of a safe-deposit vault. They are enjoined from permitting the defendants

Sues Her Neighbors for Slander. Martha E. Lansberry yesterday began an action against Perry and Cora Shaw to recover \$2,000 for alleged slanderous statements made Nov. 14, 1894. The plaintiff avers that on that date the Shaws, in the presence of a number of her neighbors, declared that they had detected her in the act of stealing corn from their field. She says the accusations are malicious and without foundation.

Trials of Counterfeiters.

The trials of counterfeiters continued yesterday in the federal court. James Tomlinson pleaded guilty and was released or a suspended judgment. James Berry and Marshal Padget were tried before a jury and found guilty of passing a counterfeit dollar on a saloon keeper.

Mr. Howe's Second Answer. Attorney D. W. Howe yesterday filed his second answer in the Iron Hall case. He dends the allegations of the petition of Hawkins & Smith for an allowance of \$14,-000. The answer asserts that the \$10,000 already paid them for services and \$1,100 for expenses were ample.

Hotel Man Has His Diamond. James C. Flanders, in a suit for replevin filed yesterday, alleges that his solitaire diamond ring is in the possession of Charles Muellerschoen, proprietor of a South Wiinois-street hotel. He says that the detention of the article has damaged him in the

Sheriff Sells Four Diamonds. In the sheriff's office yesterday morning four large diamonds, the property of Robert Lyons, were sold to satisfy an account held by T. L. Bosart. The stones were auctioned off by Sheriff Womack, Mr. Bosart being the purchaser. He paid \$750 for the jewels.

> THE COURT RECORD. Superior Court. Room 1-John L. McMaster, Judge.

James Froman vs. the Prudential Insurance Company; Johnston, J. P. On trial Room 2-L. M. Harvey, Judge. N. S. Byram et al., vs. Jacob B. Julian

et al.; evidence heard and judgment ren-dered against defendants for foreclosure and sale ordered. Smith H. Myers, receiver, vs. Excel Brick and Lime Company; hearing by court. Judgment rendered against defendant on note for \$236.40 and costs. Smith H. Myers, receiver, vs. Excel Brick and Lime Company; hearing by court Judgment rendered against defendant on

note for \$393.60 and costs. Room 3-Pliny W. Bartholomew, Judge. Ephraim Pretzfelder vs. Gus A. Boeck-ling; to set aside deed. On trial by court. Margaret Francis vs. Elizabeth Matthews; ejectment. Dismissed at plaintiff's costs. James Hensely vs. John T. Brush; re-plevin. Dismissed at plaintiff's costs. Circuit Court.

Edgar A. Brown, Judge.

Andrew Krautzel vs. P., C., C. & St

L. Railway Company; damages. On trial NEW FLYING MACHINE

Seth M. Richcreek vs. Isaac Doles; suit on note. Superior Court, Room 2. Peter Sindlinger vs. Mary E. Ewing; suit on account. Superior Court, Room 1. John H. Aufderheide, et al., vs. Charlton Eden; suit to foreclose mortgage. Superior Court, Room 2. Martha E. Lansberry vs. Perry Shaw, et al.; suit for slander. Circuit Court. Indianapolis Paint and Color Company vs.
Arthur Boothley, et al.; to foreclose lien.
Superior Court, Room 2.
William L. Higgins vs. Gustav J. L. Kluge, et al.; to foreclose mortgage. Su-perior Court, Room 1. James C. Flanders vs. Charles Muellerschoen; suit to replevin. Superior Court,

TRIBUTE TO "GEN." BOOTH. Mr. J. W. Comfort Lectures on "Out-

cast London" at Butler.

Mr. J. W. Comfort lectured at Butler University yesterday morning on "Outcast London." Mr. Comfort taught and worked in the slums of London for several years, while a student in the Metropolitan College, and the address consisted largely of personal experiences of that time. In speaking of the work now being done in that portion of London, Mr. Comfort said: "There is now a very great social work

being done amongst the poor of London-a work that was organized and developed very largely by a man, little known and less understood, in this country, William Booth, general director of the Salvation Army. Quite apart from the religious movements, about which there may be two or more opinions, Booth is carrying on a wonderful social work amongst the submerged of London. I first met him in my student days in 1871. He came to address us at the usual weekly lecture. His wife was with him, and I have never forgotten her, though I sat at the time as a very prejudiced observer. She was a little woman quaintly dressed; her face was something like one of the mediaeval saints you see in the great cartoons in some cathedrals, whose eyes appear fixed upon you wherever you stand, following you wherever you move. Mrs. Booth's eyes were everywhere, but especially resting upon you with a pure, soul-reading gaze. What that one woman has done for womanhood, only Christ can ever know. I do not think it is possible for her to know, even though she is now in glory; her work has been almost divine. But that rails with both hands and leaned forward till his Napoleonic nose almost scraped his knees, and the thick tuft of hair on top of his head flapped up and down as if it was grown on purpose to punctuate his sentences—almost the only punctuation they had. I thought he was unnecessarily coarse and very unorthodox. For in those days, as a student, I knew everything about theology and could tell almost from the way a man opened his mouth whether the gopsel he preached weighed sixteen ounces to the pound or not. Thank God, as we get older we get more ignorant; that is, we are not quite so 'wise in our own conceit.' Since then I have come to esteem and love 'General' Booth.' I have been with him on the platform and know that for the outcast and poor, the fallen and depraved there is no man on earth who has done more than he. Many others are working faithfully and steadily for the submerged of London and have so worked for years, but no one has arranged so much or is carrying out so vast and complete a mission for the social help of the very poor."

Of the work done for the outcasts by women Mr. Comfort said: "Some day if get a nerve strong enough or a heart hard enough I may try to tell you all I know about the 'slum sisters.' Who are they? Why, they are just angels without wings, many of them coming from most refined homes, who go down to spend their lives in the lowest slums-not visiting them now and then, but living there, that they may lift up the fallen.'

THE MONTANA CATTLE QUEEN.

She Is Worth a Million and Does Not Lecture for Sordid Gain.

Eighteen people, six of whom represented passes, and a half dozen ushers, listened to a lecture last evening at English's Opera House, delivered by Mrs. Nat Collins, the "Mon' ana Cattle Queen." The house looked barren, as the small audience was scattered all over the lower floor. Mrs. Collins did not appear until nearly half past 8 o'clock. She was preceded by her manager, Charles Wallace, a St. Paul newspaper man, who, as an introduction, made a few remarks. He said they were disappointed at the size of the audience, as a much larger crowd had been expected, but nevertheless Mrs. Collins would try and give them their money's worth. Mrs. Collins then appeared wearing an elegant black silk dress, and, placing her notes on a small table standing in the center of the stage, began to speak. She is a large woman, probably forty-five years old, rugged and healthy looking. In the beginning she stated that she had never enjoyed any of the privileges of the East, as her lot had been cast when a girl of ten, in a rough district of the great West. Her parents arrived at Denver when a tent and a trading post was all there was of the town. Mrs. Col-lins's present home is near Great Falls, Mont, where she has two ranches and so many cattle that she is unable to number them except by the thousand. Early in life she was thrown upon her own resources and she has built up a magnificent fortune She is now reputed to be worth a million. Mrs. Collins is an entertaining, but not elegant talker. Her stories of Western life were very interesting and well told. She acknowledged her shortcomings in the use of elegant English and deplored the fact that she had never been permitted to attend school. Mrs. Collins's plan and project at present is to found a home in the West for young men who become sick and desire to return home. She related a number of instances where young men have been taken sick there with no place to go and no one to care for them. Manager Wallace seemed to be in excellent spirits, notwithstanding the small audience. He laughed and remarked that he guessed there would be little trouble in counting the box-office receipts. It seems that Mrs. Collins is not lecturing so much for money as to become introduced to the Eastern people. She has the money, so the

question of hall rent and traveling expenses does not bother her, nor her manager. Al through the West she is well known and Mr. Wallace says that large crowds listened to her in towns' west of the Mississipp river. At home she is known as "Aunty" Collins and "Mother" Collins, and her acts of philanthrophy are numerous. In the early days she nursed the sick in camp and talked and read to the men. She tells one story of the death of an Indianapolis boy, John Williams by name, who died in her arms. She was the only woman in the camp and she nursed him in his illness. He sent a message home to his folks, and this Mrs. Collins hopes to deliver in person if she can find the relatives while in this city. Mrs. Collins has written a book.

DEATH DUE TO SUFFOCATION.

Autopsy on the Swain Infant-Mother Known to the Police.

An autopsy held yesterday upon the body of infant Swain, who died suddenly Sunday morning at No. 19 Eckert street, developed the fact that death was due to suffocation. The mother, Odessa Shrell Swain, is well known to the police, as one has been detained at headquarters several times during the past six months, but never under arrest. At one time she was taken from a house on South West street and sent to the Home for the Friendless. She then gave her name as Rowe, and her age at fifteen. She was afterward sent to the Res-cue Home, but she remained there but a short time. She has a grandmother, named Rowe, living a few miles south of the city, and she ran away from her home. Her parents are dead. At the time her case was first called to the attention of the po-lice, she implicated a young man, named Kelly, who was arrested and bound over to the grand jury, but, for some unknown he has never been brought to trial. It is known, however, that at the time of his arrest a pressure was brought to bear in his behalf.

Chester Hall's Deputies.

Chester Hall, State Oil Inspector, said yesterday that he will not take office until March 1, and that he will make no appointments of his subordinates until that time. He has received a large number of applications for the thirteen positions which he will have to fill by appointment, and these will be considered in due time. The deputyships are worth from \$200 to \$900 a year.

PROF. LANGLEY'S AERIAL MONSTER TESTED NEAR WASHINGTON.

Spread Its Wings and Sailed Like Bird Over Land and Water-How the Apparatus Worked.

prints the following under a Washington date: Professor Langley's new aeroplane flew yesterday afternoon. The great inanimate bird spread its white wings over the waters of an obscure and landlocked bay. thirty miles from the capital, where the Virginia fishermen who derive support from the many creeks which there join the broad Potomac were the only spectators likely to view its flight. For, while aerial locomotion is already an accomplished fact, in the patient work of the Smithsonian Institution's eminent secretary, much is yet to be done before practical perfection shall have been attained, and the secrecy that has surrounded the experimentation of the last few years attended to-day's trial. The old machine was taken from the carefully guarded workshop in the rear of the Smithsonian building and quietly expressed

over the Pennsylvania railroad to Quantico, a village on the west side of the river. Just below the village Chipawansic creek extends back from a considerable indentation in the shore, and the little bay is concealed from the vessels that ply on the river by ducted without exciting comment the site is ideal. The only building commanding a view of the station is the clubhouse on the are more or less illiterate they take slight interest in the revolutionary work unostentatiously in progress among their nets and boats. For these reasons few in Washington have any knowledge of the little "field" workshop on a scow anchored in the center of the narrow channel between the island and mainland.

I was an interested witness of the trial er work has been almost divine. But that I of the machine. The Secretary and Dr. is not my story now. Booth spoke to us. Barross, his co-laborer, having arrived by I did not like him. He grasped the pulpit the morning train, the mechanism was adthe morning train, the mechanism was adjusted to its supporting frame, notwithstanding that a persistent rain was pitting the surface of the river. The propeller began a business-like whirl, and, the tension having reached the proper degree, the ma-chine was released. Then the sight was impressive. Like a monstrous swan it jumped into the air in the face of a perceptible breeze, and, after sailing gracefully for some distance, alighted upon the sur face of the water. It is made to float. Quickly followed by the rowboat in at-tendance the apparatus was brought back and safely housed, whereupon the Secretary and his assistant were taken ashore. In a general way the sailing monster suggests a gigantic swan. But to picture it in mind more exactly, as it rose from the scow, one should conceive a pure white butterfly, ten feet from tip to tip of the wing, the posterior pair, however, being detached from the anterior and much smaller. In the rear extends a vertical

the sunlight. The material in it is aluminum, and the shape like that of a porpoise. The wings inclined upward at a slight angle, the machine being sustained much as a kite is held in midair. In place of string and wind are two swiftly revolving screws. The result of Secretary Langley's experiments on motors is that a very light constructed steam engine is preferable to a storage battery for aerial navigation. The "field" workshop is a small building erected upon a scow. Before the start the machine is suspended in a light frame rising from the roof, the principal feature of which is a long inverted track. In keeping with the seclusion of the model when in the city, none outside of a chosen few are permitted about the scow, and while little permitted aboard the scow, and while little attention is paid to the neighboring fisher-

ask me: "Do they expect to have that thing go any distance?" Before a long flight is attempted, its ultimate possibility being only a question of time, the problem of control, steering, must be more satisfactorily solved. As before remarked, the aeroplane will readily enough traverse the air, but is liable to strange eccentricities of motion, such as those in which a kite indulges when not properly balanced. It is to learn what is necessar for sure guidance that the present experi-

Yesterday's trial was but one in a series which have been in progress all this au-tumn-indeed, from time to time throughout the last year—after each of which the contrivance was returned to the city in a large cross-shaped box for the additional modification suggested by the experiment in the field. About every week now the arti-ficial bird is given a flight. Test will succeed modification until such a point in the model's development is reached that this, or one more pretentious, shall be able to undertake an extended trip. In the meantime, Maxim is busy in England with a very promising mechanism, and the eyes of the scientific world are watching with intense interest for the outcome of the race between the two American inventors one at home and one on the other side of the

SAN FRANCISCO, Dec. 10.-Miss Mary Woumack, who was arrested while scattering coin in the streets of New York, is well known in San Francisco. Her career here was brief but brilliant. She represented herself as a widow and rented a handsome flat, where she entertained in good style. She had many friends among club men, and there was much scandal in conection with her name, despite the presence of her maid, a matrenly-appearing female of over forty. Miss Woumack gave up her flat to take apartments in the Pleasanton, a family hotel of the best standing. She spent money lavishly and told stories about her life at the German court. Fiformed Miss Woumack that her rooms had been rented. The dashing widow then went to Los Angeles and soon afterwards to San Francisco. She was the object of much admiration during the season at Coronado Beach, and left California to attend the world's fair. She did not return, but was seen by San Francisco men at Newport and New York. When Miss Woumack was arrested in New York she was surrounded by a crowd of gamins, on whom she was showering silver. She had a one-hundred-dollar bill and a draft for over \$1,000 in her pockets when searched by the police. She said she had been out dining with a friend, and the supposition was that she had partaken of too much wine.

To Beautiful California

Dr. Price's Cream Baking Powder

manima We Offer a Remedy Which, Used as Directed, Insures Safety to Life of Mother and Child. MOTHERS' FRIEND Robs confinement of its Pain, Horror and Risk, as many testify. J. S. MORTON, Harlow, N. C. BRADFIELD REGULATOR Co., Atlanta, Ge

PITTSBURG, Dec. 10.-The Dispatch

Scott island, occupied by the Mount Vernon Ducking and Fishing Association. As a place where quiet experiments may be conisland, and as the few fishermen who pass

The body glistens like burnished silver in

men, the other visitor to the bay is regarded suspiciously. The former looks on with indifference. One, busily occupied in baiting his hooks, paused long enough to

SHOWERED SILVER ON GAMINS.

A California Woman's Eccentric Conduct in the Streets of New York

Via The True Southern Route-comprising the lines of the Iron Mountain route, Texas & Pacific and Southern Pacific railwaysthe ideal winter way to the land of sunshine, fruit and flowers. This route has no freezing weather, high altitudes or snow No change of cars from St. Louis to Los Angeles. Elegant Pullman Buffet Sleeping Car and Pullman Tourist Sleeping Car leave St. Louis daily at 9:50 p. m., arriving at Los Angeles the fourth day out at 7 p.m. For full particulars, tickets, berth reservations, maps, etc., address any coupon ticket agent or COKE ALEXANDER, D. P. A. Mo. Pac. Ry., Jackson Place,

World's Fair Highest Award.

Sealed proposals will be received at the office of the Board of School Commission-"My wife used only two bottles. She was easily and quickly relieved; is now doing splendidly. Sent by express or mail, on receipt of price, \$1. per bottle. Sold by all Druggists. Book "TO MOTHERS" mailed free. manne



ONE ENJOYS

Both the method and results when Syrup of Figs is taken: it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, head aches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy !

Syrup of Figs for sale in 50c and \$1 bottles by deading druggists. Any reliable druggist who may no have it on hand will procure it promptly for any one wh wishes to try it. Do not accept ar

CALIFORNIA FIG SYRUP C LOUISVILLE, KY. NEW YORK, M.Y.

Lump and Crushed Coke

FOR SALE

INDIANAPOLIS GAS COMPANY.

TICKETS TO BE HAD AT

49 South Pennsylvania Street.

GRATEFUL-COMFORTING.

EPPS'S COCOA.

BREAKFAST-SUPPER. "By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided for our breakfast and supper a delicately flavored beverage which may save us many heavy doctors' bills. It is by the indicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly neurished frame."—Civil Service Gazette.

Made simply with boiling water or milk. Sold only in half pound tins by Grocers, labelled thus:

JAMES EPPS & Co., Ltd., Homoeopathic Chemists London, England.

In order to place our goods within reach of everybody, we have reduced the price of CRESCENT SALVE to 25c per box. CRESCENT SOAP

to 20c-3 cakes for 50c. We will allow a rebate on all of our goods held

CRESCENT REMEDY CO.

Indianapolis, Ind.

FUNERAL DIRECTORS.

We have removed to new and commodious quar ters. Perfect privacy and convenience assured. Chapel and Morgue in charge of lady attendant. 172 North Illinois St.



Taft's Dental Parlors 25 West Washington St., INDIANAPOLIS, IND. The largest and best equipped office Teeth extracted positively withou

NOTICE

Of Guardian's Sale of Stocks and

Other Property. Notice is hereby given that in pursuance of the order of the Circuit Court of Marion County, Indiana, the undersigned, guardian of Charles Schwartze, will, on the 21st day of December, 1894, at the office of the Indiana Trust Company, No. 23 South Meridian street, in the city of Indianapolis, sell at private sale, for the best price of fered, but for not less than the appraised value, the following property, to wit:

Installment receips amounting in the aggregate to \$3,500, paid on subscription for stock in the Indiana Trust Company. Also the following certificates issued by the Contact of the following certificates is such as the foll sumers' Gas Trust Company, viz.: No. 194 for \$225, No. 7446 for \$90, No. 9855 for \$88 also one share, No. 124, for \$100 par value of stock in the Indianapolis Target Shooting Association; also a lease for fifteen years executed July 1, 1888, by Laura F. Hyde to Charles Schwartze for lots Nos. 4, 5 and 6, in square 16, Drake's addition to Indianapolis, and also the buildings, boilers, engines, machinery, tools, etc., log cated on said leased premises, and known as the Globe Excelsior Works, together with all raw and manufactured materials on hand, and also three horses, wagons TERMS OF SALE-For gald interests in stock, cash in hand, and for said lease and Globe Excelsior Works, and all property connected therewith, one-third cash and the balance in two equal payments, in six and twelve months from date of sale, and for said deferred payments the notes of the purchaser, bearing interest from date, and collectable with attorney's fees, without relief from the valuation or ap praisement laws, and security to the satis-

part, of said property is not sold on said day, it will be sold on the same terms at THE INDIANA TRUST COMPANY. Guardian of Charles Schwartze.

faction of the undersigned guardian will be required, and sales will be subject to the approval of the court. If all, or any

NOTICE TO BIDDERS.

ers of the city of Indianapolis until the 18th ers of the city of Indianapolis until the 18th day of December, 1894, at 3 o'clock p. m., for supplying the furniture for the new Industrial School building. Plans and specifications will be on file in the office of the architect, Adolph Scherrer, after Monday, Dec. 10th, 1894. Proposals must be marked "Sealed proposals for furniture for the Industrial School building," and addressed to the Board of School Commissioners. The right is reserved to reject any on all bids.

BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES ATKINS E. C. & CO. Manufacturers and Repairers of CIBCULAB, CROSS CUT, BAND and all other
Belting, Emery Wheels and SAWS
Milli Supplies.
Illinois street, one square south
Union Station.

BELTING and EMERY WHEELS

W. B. Barry Saw & Supply Co All kinds of Saws Repaired.



ABSTRACTS OF TITLE. THEODOR'E STEIN,

Successor to Wm. C. Anderson, ABSTRACTER OF TITLES 86 EAST MARKET ST.

PHYSICIANS. DR. FRANCIS J. HAMMOND

Office, 38 East Ohio St. HOURS-9 to 11 a. m.; 2 to 5 p. m. Diseases of the Stomach and Nervous System.

DR. C. I. FLETCHER. RESIDENCE-573 North Meridian street.
OFFICE-369 South Meridian street.
Office Hours-9 to 10 a.m.; 2 to 4 p. m.; 7 to 8 p. m.
Telephones-Office, 907; residence, 427.

DR. J. A. SUTCLIFFE, Surgeon. OFFICE-95 East Market street. Hours-9 to 10 a.m.; 2 to 3 p.m., Sundays excepted. Telephone 941

OFFICE-26 E. Ohio; from 10 to 12 and 2 to L. RESIDENCE-808 East Washington St. House Telephone 1279. Office telephone 1454. DR. SARAH STOCKTON.

DR. BRAYTON.

227 NORTH DELAWARE STREET. DR. REBECCA W. ROCERS. -DISEASES OF WOMEN AND CHILDREN-

OFFICE—19 Marion Block. Office Hours: 9 to 12 a. m., 2 to 5 p. m., Sundays: 4 to 5 p. m., at Bee-idence, 440 North Merkian street. DENTISTS.

DENTIST E. E. REESE East Ohio St., bet. Meridian and Pon

OPTICIANS. LEO. LANDO. 62 EAST MARKET SI

BRASS FOUNDRY AND FINISHING PIONEER BRASS WORKS.

Mfrs. and Dealers in all kinds of Brass Goods, heavy and light Castings. Car Bearing a specialty. Re-pair and Job Work promptly attended to. 110 & 116 South Pennsylvania st. Telephone 618.

SAFE DEPOSITS. SAFE DEPOSIT VAULT. Absolute safety against Fire and Burglar. Finest. and only Vault of the kind in the State. Policeman

day and night on guard. Designed for the safe keeping of Money, Bonds, Wills, Deeds, Abstracts, Sil

ver Plate Jewels and valuable Trunks and Pack S. A. FLETCHER & CO., Safe-Deposit

JOHN S. TARKINGTON, Manager. MACHINERY.

FOR SALE AT A BARGAIN, 17-horse power White & Middleton Gas Engine, in good condition-same make as ordered for Soldiers' Monument. Not enough power for

ELLIS & HELFENBERGER 162 South Mississippi Street,

ns, but splendid for lighter service. Call or sde

SEALS AND STENCILS. MAYER, SEALS CATALOGUE FREE BADGES, CHECKS &C. TEL 1386. 15 S.MERIDIAN ST. GROUND PLOOR

EDUCATIONAL.

45th Year -- Enter Now BUSINESS UNIVERSITY

Oldest, largest, best equipped and most widely known Business, Shorthand, Peninanship and Preparatory School. Pre-eminently superior in every respect. Graduates assisted to positions Call or write for 64-page catalogue. Tel. 499.

E. J. HEEB, President. RAILWAY TIME-TABLES.

Quick Time to CHICAGO

Via Pennsylvania Line.

The only line running into the Union Station at Chicago, and connecting with Northwestern lines without transfer. Leave Indianapolis....11:00 a. m. 11:20 p. m. Noblesville......11:45 a. m. 12:14 a. m. Tipton.......12:12 p. m. 12:50 a. m. Day train is equipped with new first-class coaches and an elegant and handsomely appointed Pullman Buffet Farlor Car, with easy chairs and sofas. Dinner served in

dining car after leaving Logansport.

Night train is equipped with new firstclass coaches and Pullman Sleeping Car,
starting from Indianapolis, which is open
to receive passengers at 8:30 p. m.

For further information call on agents, who will cheerfully answer all questions, or address

District Passenger Agent. VANDALIA LINE.



B s dan s Express 8:00 am Cin., Dayton and Lima acc. 10:50 am Cin., Vestibule Limited 4:00 pm Cin., Teiclo and Detroit 15:30 pm Daily. | Daily, except Sunday

Sunday Journal

By Mail, to Any Address,

Two Dollars per Annum